J. J. HILL ON RATE MAKING.

COST OF TRANSPORTATION THE ONLY FAIR BASIS.

He Shows That Railroad Rates in the United States Are Lower Than in Any Other Country-The Rate on His Road Onethird of the Rate of 21 Years Ago.

Washington, May 3 .- James J. Hill, president of the Great Northern Railway, appeared before the Senate Committee on Interstate Commerce to-day and gave his views in regard to the proposed railway rate legislation.

Mr. Hill talked interestingly of present railway conditions, starting off with the assertion that there was only one safe basis upon which low rates could be made, and that was a low cost of producing trans-

Conditions under which rates were made changed almost daily, and a rate that was compensatory to-day might not be so to-

"There is but one true basis for determining the reasonableness of a rate," said Mr. Hill-"the value of the service, which determined by the tensity of the traffic. If I have \$100,000 to raise and 100,000 tons, to carry, I charge \$1 a ton; if 200,000 tons to cents a ton; if 400,000 tons, 25 cents a

"In making rates we have to take into consideration what the country produces, what the natural resources of the country are. We must enable the man in the factory and mine and on the farm to sell his work for a profit, or else your production ceases. You say there must be no discrimination. That can never be. If we had no discrimination people would come down here in great throngs and ask you to let them have discrimination."

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Mr. Hill cited an instance where his railroad, in order to help the lumber industry in Washington, had made a ridiculously low rate on that product and carried it at a loss in order to make a market for it.

The lumber at the eastern end of the line was now nearly played out, and the trade built up by the action of the railroad had now assumed profitable proportions.

Mr. Hill cited figures to show that railroad rates in the United States were lower than in any other country. In England the average was \$2.35; in France, \$2.02; in Australlia, \$1.88; in Germany, \$1.76; in Russia, where the conditions were much similar to those in this country, \$1.70, while in the United States it was 76 cents, despite the circumstances that the cost of maintaining a railroad was higher here than in Europe and labor 3 to 5 rates higher. Yet the rate in this country was only 40 per cent. of the average European rate.

"It was a wonder to a great many railroad men abroad," said Mr. Hill, "how this country had such a low rate." He thought the rate would go even lower on his road. There had been a fivefold increase in mileage in twenty-one years, but the tonnage of the road had increased sixteen times in the same period. The rate now is one-third of the rate twenty-one years ago, and through this decrease the company's receipts were \$59,904,000 less, based on the business now done. This reduction was made to build up the newly

the company's receipts were \$59,904,000 less, based on the business now done. This reduction was made to build up the newly opened country through which the road

Referring to the growing commercial importance of the Gulf ports, which was due, he said, to the inability of shippers to secure accommodation at the overcrowded Atlantic ports, Mr. Hill said:
"I want to ask you to be most careful not to cripple a business that is most important. I don't refer to us; we can take care of ourselves, and when we get through," he said, laughingly, "there'll be a great many corpses lying around the country."

Senator Cullom wanted to know what Mr. Hi'l would suggest to meet present con-

Hill would suggest to meet present conditions.

"I am a firm believer in all natural laws," answered Mr. Hill, "and the law of survival of the fittest is one of these which we can adopt. I'd let a railroad company conduct its business, and I'd hold it accountable as I would everybody else. I'd hold roads to a strict observation of law, I'd enforce it, and let them have room to see what they can and will do."

Mr. Hill suggested that rate making be left in the hands of the railroads, with the restriction that penalties be imposed if

restriction that penalties be imposed if the rates were extortionate. He would bring every offending road into court and punish it. "If you give the railroads a square deal, giving them a fair return on their investment and leaving them to manage their own business," he said, "I think the 76 cents per ton rate would be reduced to half a cent per ton a mile."

Mr. Hill said he thought the Interstate
Commerce Commission should inquire into

Commerce Commission should inquire into the question of terminal charges right away.

"Why, haven't they ever done it?" asked Senator Elkins.

"Oh, they're too busy looking into the rate matter," answered Mr. Hill.

In explaining why his company couldn't afford to publish its rates on flour to the Orient, as required by the Interstate Commerce Commission, and consequently had been obliged to stop shipments, which had amounted to 40,000 tons a year, Mr. Hill said that this would give his competitors, some amounted to 40,000 tons a year, Mr. Hill said that this would give his competitors, some of whom were subsidized foreign steamship lines, a chance to reduce their rates lower than his company, knowing that it would take ten days to secure the approval of the commission to any reduction in the published rates of his company. He said that to place our foreign water commerce under the interstate commerce laws would be to tie it up. It would be placed at a disadvantage in competition with other foreign companies not controlled by our laws.

"Is it not true that this rate agitation arises from the fact that steamship rates are so low on account of this foreign competition that it attracts attention and critioism by compafison?" asked Senator Foraker.

Yes," said Mr. Hill.

regin trace, Mr. Hill said, as long as present conditions continued.

"We have lashed ourselves into a fever that has become epidemic like the pinkeye or the gip," said Mr. Hill. "It will have to have its run. If you pass any rate law it will do more than anything else to prevent reduction in rates." The rate declared, he said, would become the minimum in he said, would become the minimum in every case, whereas if left alone the natural tendency toward reduction in rates would be followed by the railroads.

THE PHILIPPINE RAILWAYS. Secretary Taft's Plans Approved by the Philippines Commission.

Washington, May 3 .- Secretary Taft to-day received a long telegram from Gov. Wright, saying that the Philippines Commission approves as a whole Secretary Taft's plans for the proposed Philippines railways. Several minor changes were suggested in the telegram and were adopted by Secretary Taft. A prospectus will be issued this week, and it is expected that very soon Secretary Taft will begin responsed. very soon Secretary Taft will begin negotiations with prospective investors. The final contracts will be made at Manila with the Philippines Commission, but Secretary Taft will have charge of the negotiations. It is hoped that this can be done while Secretary Taft is in the Philippines this summer.

Army and Navy Orders.

WARRINGTON, May &-These army orders were warmington, May S.—These army orders were thought of day:

Major William A. Nichols, Inspector-General, from further treatment at General Hospital, Hot Springs, to his proper station.

Major John M. Carson, Jr., Quartermaster, to Hot Springs, Ark., to the Army and Navy General Hospital, for treatment.

The resignation of Capt. Edward C. Brooks, Eleventh Cavalry, has been accepted.

These naval orders were issued:

Surgeon W. M. Wheeler, to the Cleveland.

Passed Assistant Surgeon R. C. Holcomb, from
the Cleveland to Navai Station, Culebra.

Passed Assistant Surgeon A. L. Angeny, from
Navai Station, Culebra, to home and wait orders.

Lieutenant-Commander J. H. Rohrbacher, to
the Oregon.

Midshipman A. H. Van Keuren, from the Wis
sonain to the Villalobos.

Midshipman W. J. Giles, from the Wisconsin to asin to the Villalobos.
Midshipman W. J. Giles, from the Wisconsin to
e Raieth.
Ensign J. Downes, from the Raicigh to the Zañra.
Ensign W. Norris, from the Baltimore to the Store Closes at The Mananage offer Store Closes at 8:30 o'clock. Side o'clock.

Imported Shirts

That Distinguish Their Wearers

A good many more men than the public realizes buy their shirts in Paris. Season after season more of these men are coming to WANAMAKER'S. And men familiar with what Paris shows, best appreciate the Wanamaker importations. Just yesterday one of these men was passing the store, and saw a windowful of Imported Shirts. He came inside and was amazed to see what a variety of imported shirts was shown-a better assortment than can be found in any one place abroad, because the best products from the various sources are assembled here. The result was, he picked out half a dozen and promised to buy his shirts here in the future instead of in Paris.

The Wanamaker shirt business is increasing rapidly every season, as men realize the unusual character of our stocks. Of course, the assortment of imported shirts is finer this year than it has ever been before, and it is now

French Plaited Shirts, in plain white, at \$3; colored, at \$3 and \$3.50. Bohemian Shirts, in plain negligee style, at \$2 and \$2.50; with plaited bosoms at \$2.50, \$3 and \$3.50.

Broadway and Ninth street.

A Remarkable Movement In SILK DRESSES for WOMEN

TODAY WE announce one of the best pieces of news that New York women have read this season. We have just purchased from one of the foremost manufacturers of the country a collection of about five hundred Silk Dresses and Silk Shirt-Waist Suits. This concern is the only American firm whose product has been sold in London and Paris. Their business is through for the season, and their designers are starting abroad for ideas for Fall. For this reason we have secured their entire stock-on-hand at an average reduction of about a half of regular values.

The styles of the dresses represent the best ideas brought out this season, both there and abroad. The materials include plain taffeta silks, fancy striped and checked silk foulards, the popular Rajah silks, and a few cool and dainty checked silks. The similarity of the dresses to many that we now have in stock has compelled our adding a great many from our own stock, making the assortment still greater.

The most conservative estimate of the values of the dresses ranges from \$20 to \$35, a few are worth still more. Today they are priced at

\$14.50 Each

Certainly a most startling price at which we offer fine, new, beautiful suits from the foremost American manufacturer, with the season still at its height. Special selling space on the second floor.

The Sale of French Dress Goods

WE STILL have a very handsome variety of the most beautiful Eoliennes and Voiles that came from Paris this season. We wish to sacrifice profits early, in order to have these superb fabrics worn during this season for which they were designed. and that is why we make these prompt concessions on the prices of the choicest Dress Goods we have in stock.

The variety of weaves and patterns is broad enough to meet every wish, and the color-assortments are most satisfying.

Here are a few suggestions of the different varieties At \$2.75 a Yard, from \$3.50 Silk-embroidered Figured Eolienne. Silk-embroidered Figured Voile. Fancy Lace-striped Novelty.

At \$2.50 a Yard, from \$3 Coin Polka-dot Eolienne.
Fancy Polka-dot Eolienne.
Fancy Polka-dot Checked Voiles.
Embroidered Silk-and-wool Checked

Silk-and-wool Checked Eolienne. Silk-and-wool Melange Eolienne. At \$2 a Yard, from \$2.75 Coin Polka-dot Eolienne. Corded Silk Batiste.

At \$2 a Yard, from \$2.50 Lace-striped Corded Silk Batiste. Silk-and-wool Pin-check Voiles.

At \$1.75 a Yard, from \$2.25 Embroidered Polka-dot Checked Volles Changeable Silk-and-wool Eolienne.

At \$1.50 a Yard, from \$2 Silk-and-wool Lace Checked Voiles. Changeable Silk-and-wool Voiles. Small-figured Silk-and-wool Checked

Lace-figured Silk-and-wool Eolienne Rotunda

WANAMAKER

Formerly A. T. Stewart & Co., Broadway, Fourth ave., 9th and 10th sts.

CONGRESS OF RAILROAD MEN.

OPENING EXERCISES OF THE IN TERNATIONAL BODY.

Members of the Cabinet and of the Diplomatic Corps and Officers of the Army and Navy Attend-Addresses by Secretary Morton, Secretary Taft and Others.

WASHINGTON, May 3.-The display of railway materials and accessories known as the American Railway Appliance Exhibition, which is one of the features of the International Railway Congress, was formally opened at noon to-day. The congress proper will open to-morrow. Seventy-one temporary buildings form a little white city on the grounds immediately north of the Washington Monument, and It was utterly impossible to build up in these buildings are the various exhibits in these buildings are the various exhibits of American inventive gentus. In one of foreign trade, Mr. Hill said, as long as in these buildings are the various exhibits the larger pavilions seats were arranged for an audience of about 1,000 persons, and it was in this structure, near the center of the grounds, that the opening exercises

A distinguished audience filled every seat in the pavilion. Besides the foreign delegation there were present nearly all the members of the Cabinet, officers of the army and navy in full dress uniform, members of the Diplomatic Corps and other persons prominent in the official life of Washington. The band of the Corps of Engineers gave a concert immediately

after the exercises in the pavilion. George A. Post, chairman of the general committee of arrangements, opened the exercise with a speech, and then introducend George Westinghouse as the permanent presiding officer. Mr. Westinghouse briefly addressed the meeting, introducing Henry B. F. Macfarland, chairman of the Board of Commissioners of the District of Columbia, who delivered the address of

At the close of Mr. Macfarland's remarks, Paul Morton, Secretary of the Navy, and formerly vice-president of the Atchison, Topeka and Santa Fé Railroad, was introduced. Secretary Morton told the foreign delegates that the prominent commercial position of the United States to-day is due to improvements in transportation facilities and low railroad rates.

"It has been estimated," he said, "that where \$1 has been invested in railroads in the United States the value of agricul tural property has been increased \$10. The rathroad freight rates in the United States are low. No other country has any such cheap carriage of goods. There are very few complaints of rates in this country because they are too high. Comcountry because they are too high. Com-plaints of extortionate rates are the ex-ception, not the rule. Rates are lower in the United States than anywhere else in the world. They probably aggregate 40 per cent. lower. This alone is something to be proud of, but, coupled with the fact

that with the lowest rates in existence the wages paid by American railroads to the wages paid by American railroads to their employees approximate at least 50 per cent. more than the wages paid to railroad men in other countries, and con-sidered further with the fact that the American railroads probably pay higher prices for materials than any other railroads in the world, only serves to emphasize th triumph in transportation which has been achieved in America. It has been my observation that complaints of unreasonable rates to railroad men always receive prompt and satisfactory attention. While in a sense railroad transportation is a natural monopoly, in a broader sense it is all competitive. Market competition prevails everywhere, and is always a controlling force in rate making.

Mr. Morton closed his address with words of welcome to the visitors from other Secretary of War Taft was introduced amediately after Mr. Morton had finished speaking, and after referring to Commis-sioner Macfarland as the head of the de-partment of oratory of the District of Columbia he said:

"And the Secretary of the Navy? He has nothing to do; nothing to do but pace the quarterdeck and think of those things he did when he was a railroad man and before he was a Cabinet officer."

This was construed as a veiled reference of Mr. Morton's alleged convertigation.

This was construed as a veiled reference to Mr. Morton's alleged connection with the Atchison freight rebates, and the Americans in the audience laughed and the foreigners looked puzzled. Secretary Taft said he had not expected to make a speech, but that he wished to welcome the delegates from other lands to this great railway exhibit. He reminded them that the American exhibitors undoubtedly wished to sell their goods.

Mr. Von Leber of Vienna, C. N. Lawrence of London and Stuyvesant Fish also spoke briefly.

At the close of the speechmaking a buffet

At the close of the speechmaking a buffet luncheon was served in the pavilion by one of the larger exhibitors, and the formal exercises of the day were ended.

The American Railway Guild held a banquet to-night at the Raleigh Hotel, which was attended by some of the leading railway men of the United States. Secretary of the Navy Morton, in responding to the toast, "The President," made some remarks about President Roosevelt's railroad rate policy, at the same time declaring that "abuses in the transportation business are growing less every year."

Mr. Morton said in part:

"It will not be amiss on this occasion, be-

"It will not be amiss on this occasion, before this assemblage, for me to say something of the attitude of the President on the railroad question. He wants nothing but what is right, and he is just as anxious that no injustice shall be done to the railroads as he is that justice shall be done to the public. Unfortunately, there have been abuses in the transportation business. Fortunately, they are growing less every year. It is very gratifying to those who know that to-day there is less discriminaanow that to day there is less discrimina-tion, fewer rebates and more equality in freight rates than ever before in the history of the country. But through one device or another there still remain here and there preferential rates which favor certain large shippers and which bear down unjustly on others. This is the condition of affairs that the President is doing his best to re-move.

"I consider it a great piece of good fortune for every man, woman and child in this country that in the settlement of this matter

the rights of property, as well as the rights of the people, are not to be overlooked by the President. All he wants in railroad legislation is that which is fair and that which will endure."

At the sessions of the International Railway Congress to congress to congress the address of the International Railway Congress to congress to congress the address of the International Railway Congress to congress the address of the International Railway Congress to congress the address of the International Railway Congress to congress the address of the International Railway Congress to congress the address of the International Railway Congress to congress the address of the International Railway Congress to congress the International Railway Congress the

way Congress to-morrow the address of welcome on the part of the United States will be delivered by Vice-President Fair-

Movements of Naval Vessels.

CKLEY & SINNOTT

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LACE CURTAIN DEPARTMENT

are showing a very attractive collection of

TRANSPARENT DRAPERIES

Suitable for Cottages and Summer homes at

Our reputation for the unusual in Slip

Our Linen Department has many novelties.

Broadway at Nineteenth Street

Lace Curtains cleaned and repaired.

Coverings is more than maintained.

WASHINGTON, May 3 .- The battleship

Olympia, the cruisers Cleveland, Des Moines and Denver, and the supply ship Culgoa have arrived at Tortugas, the cruiser Minnehave arrived at Tortugas, the cruiser Minneapolis at New London, the cruiser Marblehead at San Diego, the cruiser Galveston and the collier Marcellus at Hampton Roads and the cruiser Brooklyn at Guantanamo.

The battleships Maine, Missouri, Kentucky and Kearsarge have sailed from Pensacola for Hampton Roads, the battleship Alabama from Pensacola for New York, the collier Hercules from Pensacola for Norfolk, viaKey West; the battleship Massachusetts from Pensacola for League Island, the cruiser Dixie from Monte Cristi for San Juan, the battleship Iowa from Pensacola for Norfolk, the collier Leonidas from Newport News for Monte Cristi, the gungunboat Scorpion from Pensacola for gunboat Scorpion from Pensacola for Hampton Roads, via Tortugas, and the destroyer Truxtun from Santo Domingo City for San Juan.

JUMPED INTO THE TUNNEL. Man Brandishing Knife Leaps to Death at 34th St. and Park Ave.

Brandishing a knife, a man about 30 years old jumped to the top of the wall over the Park avenue trolley tunnel approach at Thirty-third street yesterday proach at Inirty-third street yesterday morning, ran along the coping toward Thirty-fourth street and jumped headlong to the tracks, some 20 feet below.

The transfer man was near where the stranger fell and was the first to reach him. He seemed to be alive. A policeman on Thirty-fourth street, who had shouted at the ran as he was about to jump celled. the man as he was about to jump, called an ambulance from the New York Hospital, but the doctor said that the man's neck was broken and he had probably died

instantly.

In the pockets of the dead man's clothes there were found \$20 in bills, \$1.15 in small change, a gold watch with the monogram "0. N." and a card on which was written "Rudolph Besse, 10 A. M." There was nothing else by which to identify him. The body was taken to the morgue

Divorce for Mrs. Marvin R. Dana Among the undefended divorce suits tried yesterday before Supreme Court Justice Leventritt, was that brought by Gertrude Hill Dana against Marvin R. Dana, whom she married on August 8, 1894. Justice Leventritt told Mrs. Dana she could

elerk in the freight department of the Standard Oil Company, at 26 Broadway, was found seriously wounded from a pistol shot in his bachelor apartments in the house He said that he had accidentally shot himself, and after an investigation the police accepted his story. He was sent to Roosewalt Heavital

velt Hospital.

Bidwell is 25 years old. He occupied apartments with a friend, George Pryor, cashier in the office of Dick & Robinson,

cashier in the office of Dick & Robinson, at 30 Broad street.

An ambulance surgeon foundthat Bidwell had a bullet hole through his body. The bullet was found imbedded in the wall opposite the chiffonier. Bidwell was too weak to say what had happened, but later at Roosevelt Hospital he told Detectives Michaels and Dominick of the West Sixtyeighth street station that he had opened the drawer of the chiffonier to take out a handkerchief and had disturbed a revolver handkerchief and had disturbed a revolve belonging to Pryor.

When he closed the drawer, he said, the

revolver went off. The detectives found that there was a mark on the drawer as that there was a mark on the drawer as though the trigger had been jammed in closing it. The drawer was powder marked besides. The revolver with one empty chamber was found in the drawer.

Receiver for Hudson River Water Power Company.

BALISTON, N. Y., May 3 .- Charles Peddrick of Glens Falls has been appointed temporary receiver of the Hudson River Water Power Company. This will act as a stay of the execution of \$500.000 secured by the National Contracting Company by the National Contracting Contracting of New York during an appeal from judg-

ment.
Mr. Peddrick is auditor of the Hudson
River Electric Company, which is closely
allied with the power company and which
holds its mortgage for \$2,000,000.

"SILVER PLATE THAT WEARS" Beauty and Durability in Spoons, Forks, Knives, etc., are assured if you purchase those bearing this trade mark: 1847 ROGERS BROS."

Pieces so stamped are in every particular as near perfection as it is possible to make them. In buying Cake Dishes, Coffee Urns, etc., ask for the goods of MERIDEN BRITA CO.



Pure Rye Whiskey

The best for medicinal pur-

poses Blended or Bottled in

bond with the U. S. Govern-

ment stamp on every bottle,

but always Pure Sibsold

"For Sale by All Dealers."

THE NEW COLLAR CELTIC SEAMED

HIT A COP UNAWARES.

Jostling Bricklayer Blundered When He Knocked Other Jostler Down. Olof Sherrane, bricklayer of 162 East Fifty-seventh street, and Joseph P. Burns, coliceman of the the Old Slip station, were fellow passengers on a Second avenue elevated train early last evening. Both

got off at Fifty-seventh street and they accidentally jostled each other.

At the foot of the stairs, Sherrane hit Burns in the face, knocking him down. Burns got up, showed his shield—he was in plain clothes—and declared Sherrane under arrest. Sherrane knocked Burns

After that Burns sailed into the brick-layer in earnest and soon had him locked up at the East Sixty-seventh street station, charged with assault and resisting an officer.

The Season for **B** Lighter Underwear.

You Know Our Maxim,

NO MIDDLEMEN'S PROFITS.

French Balbriggan, 49c. American White Lisle, 49c. American Silk, (Fancy) 1.19.

The Saving Is about a Third. 1.00 Spun Silk Sox, 49c. Grey, Blue, Tans and Reds. 1.00 Madras Pajamas, 69c.

Negligee Shirts. great stock of the newest fabrics,

underpriced as follows: 98c., 1.49, 1.98, 2.49. The Saving is from 50c. to 1.00 on each Shirt,

Policy Players Plead Guilty. Henry Froehlich of 183 Floyd street, James Farrell of 569 Baltic street and Annie Wilson, colored, of 249 Navy street, who were indicted in Brooklyn for policy playing, yesterday pleaded guilty in the County Court. John H. Gordon, a saloonkeeper of 754 Fulton street, was tried for the same offense and promptly convicted. All vbe sentenced by Judge Crane on Monday



If you ever could tell before a season starts, just what was going to sell best in suits, the clothing business would beat a get-rich-quick concern.

But there is such difference in taste that clothiers doing a large business must provide for all sorts and conditions of men and have everything any of them might want.

We believe that in our Spring suits we've come pretty near doing that.

\$16 to \$38. ROGERS, PEET & COMPANY.

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You never can tell when you'll run into a rain.

But if you're wearing a Spring overcoat that's rain-proof it

The rain-coats we make from all wool fabrics, proofed by the cravenette process, are just as different from the cheap raincoats as is our other clothing from inferior sorts.

\$18 to \$35.

We've boys' rain-coats, too. ROGERS, PEET & COMPANY.

Three Broadway Stores. 842 1260 13th et. 32nd st.